

# RAPID TRANSIT.

## Survey of the Different Schemes

Already Proposed.

## THEIR SCOPE EXPLAINED.

## What Was To Be Done and What Not Done.

## Diversity of Plans to Solve the Problem.

Ever since the discussion began, a number of years ago, upon the need of the people of New York for the means to travel rapidly from end to end of our city, there have been numerous schemes to corporations organized ostensibly to build rapid transit railways of all kinds—elevated, depressed or entirely underground. Some of these schemes were, undoubtedly, not meant to be put into operation. They were procured by clever operators simply to keep the people who clamored for rapid transit, and, by proposing well-meant schemes, they were intended to delay, and even prevent altogether, the accomplishment of the means of travelling speedily up and down town. Of all the schemes which have been granted by the Legislature for the construction of elevated or underground railways only one has been carried out, which is the one owned by the

WEST SIDE ELEVATED RAILWAY COMPANY, whose road is now operating from the Battery to Thirty-fourth street. One other company, the Metropolitan Transit, claims to have preserved a title to rights under its charter, having built some kind of a buttress at Broadway and Morris street, which it assumes to be a bona fide evidence of having begun its work. Whether it can retain its privilege will probably be a matter of debate if the Senate passes the bill. The bill of the Metropolitan Transit, which is now before the Assembly, approved of that scheme on Tuesday, but amended the bill, on the motion of Mr. Hays, by inserting a clause to repeal the charters hitherto granted to ostensible rapid transit companies unless actual work toward the construction of a railroad has been begun. It is interesting to learn how many charters have been granted, and the names of the railway corporations which, though they be dead already, are not definitely and finally declared to be out of existence. Some more than a month ago the Secretary of State, in obedience to a resolution of the Assembly, sent to that body a statement of the names and numbers of rapid transit railway companies organized under the General Railroad act, or under special charters. This report also contained the names upon which the articles of incorporation of the companies were filed, the names of their incorporators and the routes marked out for them. The following is an abridgment of the report referred to.

**THE METROPOLITAN RAILWAY.**  
This company was organized under the general act of April 2, 1850, and its articles of association were filed March 22, 1854. Its route was to be through a tunnel beginning at the Battery, following a line near Broadway to Fifty-fourth street, thence under or near Third avenue to or near Central Park, from where two branches were to run, one to a place at or near the Harlem River, another to a place at or near the Hudson River Railroad.

The incorporators of the Metropolitan Railroad Company were: Jonathan Sturges, Simeon B. Childs, Danford H. Barney, John J. Clisco, William H. Osborn, Luther C. Clark, John T. Agnew, Uriel A. Murdoch, Samuel Marsh, Francis Skiddy, John Taylor Johnston, Nehemiah Knight, Edwards Pierpont, David Dow, Abel A. Low, Henry H. Jones, James B. Johnston, Samuel Swan, Edward Jones, William Kelly, John J. Astor, Jr.; Moses Taylor, Isaac Bell, Robert S. Howe, Henry E. Vail, Charles H. Russell, Sheppard G. Ward, John E. Rickard, Edmund C. Turner, John J. Phelps, Sidney Webster, Henry F. Poor, James Boyce, Henry B. Wilcox, John Lowry, George A. Johnson, William C. Barlow, John H. Walcott, Edward S. Jaffray, James F. Sanford, William E. Dodge, Jr., Charles L. Linder, John D. Lander, C. B. Howard, George E. Eas, William Blackstone, Wilson G. Hunt, Conrad Palmer, Eliza Riggs and Thomas Sicoone.

**THE WEST SIDE AND YONKERS PATENT RAILWAY.**  
This company was organized under the general act of April 2, 1850, and its articles of association were filed July 20, 1850. This corporation is now chartered by the Legislature, and its route is to be from the Battery to Fifty-fourth street, thence under or near Third avenue to or near Central Park, from where two branches were to run, one to a place at or near the Harlem River, another to a place at or near the Hudson River Railroad.

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**THE THIRDS-RIVER RAILWAY.**  
The Metropolitan Transit Company, known also as the Third-River Railway, was organized under the general act of April 2, 1850, and its articles of association were filed July 20, 1850. Its route was to be from the Battery to Fifty-fourth street, thence under or near Third avenue to or near Central Park, from where two branches were to run, one to a place at or near the Harlem River, another to a place at or near the Hudson River Railroad.

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York and the Hudson tunnel Railroad Company of New Jersey are consolidated and articles filed May 19, 1874.

**THE NEW YORK CENTRAL UNDERGROUND RAILWAY.**  
This company was organized under chapter 230, Laws of 1858. The route was marked out as east from Broadway street and west of Chambers street, from the City Hall to Ninth street; thence along Fourth avenue, thence to Madison avenue, and thence to Twenty-third street, thence to Harlem River, and easterly and westerly along that body of water. The incorporators of it were the Underground Railway Company—W. Butler Duncan, William H. Osborn, George A. Johnson, James B. Childs, John J. Clisco, George D. Craig, James M. Brown, Edwin Dodge, S. W. Hopkins, E. B. Bell, J. S. Thayer, Charles J. Brown, John J. Astor, Jr., J. S. Schmitt, Henry W. Slocum, Horace Denning, John Phillips, Edward C. Howard, Bryan Lawrence, Joseph Discon, Eugene Russell, Henry Marshall, Edwin J. McKee, Royal N. Torrey, Thomas Smith, William Johnston, Bernard Kelly, William Johnston, John E. Rickard, Edward C. Turner, Benjamin Weed, Edward Cole, Daniel H. Jewett, Ezra Clark, Jr., Isaac Bell and John T. Conover.

**THE NEW YORK AND BROOKLYN TUNNEL RAILWAY.**  
This company was organized under chapter 550, Laws of 1868. This company originally intended to construct a tunnel under the East River, to join two points, one between Montague street and Hudson avenue, in Brooklyn, and the other between Wall and Jackson streets, in Manhattan. The name of the company was changed to "The New York Tunnel Company" by chapter 253 of the Laws of 1869, and its route was changed to that of chapter 419 of the Laws of 1873. The original incorporators of the company were—Simeon B. Childs, James B. Childs, John J. Clisco, George D. Craig, James M. Brown, Edwin Dodge, S. W. Hopkins, E. B. Bell, J. S. Thayer, Charles J. Brown, John J. Astor, Jr., J. S. Schmitt, Henry W. Slocum, Horace Denning, John Phillips, Edward C. Howard, Bryan Lawrence, Joseph Discon, Eugene Russell, Henry Marshall, Edwin J. McKee, Royal N. Torrey, Thomas Smith, William Johnston, Bernard Kelly, William Johnston, John E. Rickard, Edward C. Turner, Benjamin Weed, Edward Cole, Daniel H. Jewett, Ezra Clark, Jr., Isaac Bell and John T. Conover.

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Hall, Omistson, Booth, Mathews, Harrison, and Taylor.

The American Sunday School Union will celebrate the fifth anniversary of the Academy of Music, on Tuesday evening, May 8.

The fifteenth anniversary of the Baptist Sunday School will be held on May 18. The Sunday schools will assemble two o'clock P. M., and in the evening a public anniversary meeting will take place in Calvary Baptist church, West Twenty-third street.

## A BARTENDER KILLED.

Peter O'Brien, a young man who was engaged as a bartender in George's liquor store at Smith and Baltic streets, Brooklyn, died yesterday in St. Peter's Hospital, from the effects of a beating he received on the night of April 23. On that night he served three men with liquor, and, after drinking it, they became engaged in an altercation with him about the payment. When he endeavored to eject them from the saloon they beat him with bottles and tumblers, causing a concussion of the brain. Rouseman, Henry, who had been informed of the occurrence, hastened to the place, but the assailants escaped before his arrival. The wounded man was removed to St. Peter's Hospital, where he remained till his death. Captain Ferry and Detective Roach were actively engaged yesterday in searching for the men who killed O'Brien. Coroner Smith has ordered Dr. Shepard to make a post-mortem examination of the body.

## PROPOSALS.

**TO CONTRACTORS.**  
Office of the COCHINATE WATER BOARD, City Hall, Boston, May 6, 1875.  
Sealed proposals will be received at this office for four separate contracts.  
The first to be tendered "Proposals for building Section 2 of the subway River Conduit."  
The second to be tendered "Proposals for building Section 3 of the subway River Conduit."  
The third to be tendered "Proposals for building Section 4 of the subway River Conduit."  
The fourth to be tendered "Proposals for building Section 5 of the subway River Conduit."  
The proposals for building Section 2 and 3 will be received until 10 o'clock P. M. of Thursday, May 14, 1875, and the proposals for the fourth and fifth sections until 10 o'clock P. M. of Friday, May 15, 1875, at which times they will be publicly opened and read.

Bidders are requested to state in their proposals their names and places of residence, and to declare that the proposed plan was read and taken to his knowledge, and that he is not connected with any other person making proposal, and that he will give a price for each separate item of the work, by which the bids will be compared.

The prices proposed must be stated both in writing and in figures, and all proposals containing bids not called for in the advertisement, or containing bids for more than the specified amount, will be considered invalid. Each bid must be accompanied by a cash deposit of \$2,000, or a responsible person, giving the place of business or residence, and conditioned for the execution of the contract (with or without bond) for the sum specified in the advertisement, in case the bid is accepted, or in lieu of the bond, a sum of \$2,000, or a responsible person, giving the place of business or residence, and conditioned for the execution of the contract (with or without bond) for the sum specified in the advertisement, in case the bid is accepted, or in lieu of the bond, a sum of \$2,000, or a responsible person, giving the place of business or residence, and conditioned for the execution of the contract (with or without bond) for the sum specified in the advertisement, in case the bid is accepted, or in lieu of the bond, a sum of \$2,000, or a responsible person, giving the place of business or residence, and conditioned for the execution of the contract (with or without bond) for the sum specified in the advertisement, in case the bid is accepted, or in lieu of the bond, a sum of \$2,000, or a responsible person, giving the place of business or residence, and conditioned for the execution of the contract (with or without bond) for the sum specified in the advertisement, in case the bid is accepted, or in lieu of the bond, a sum of \$2,000, or a responsible person, giving the place of business or residence, and conditioned for the execution of the contract (with or without bond) for the sum specified in the advertisement, in case the bid is accepted, or in lieu of the bond, a sum of \$2,000, or a responsible person, giving the place of business or residence, and conditioned for the execution of the contract (with or without bond) for the sum specified in the advertisement, in case the bid is accepted, or in lieu of the bond, a sum of \$2,000, or a responsible person, giving the place of business or residence, and conditioned for the execution of the contract (with or without bond) for the sum specified in the advertisement, in case the bid is accepted, or in lieu of the bond, a sum of \$2,000, or a responsible person, giving the place of business or residence, and conditioned for the execution of the contract (with or without bond) for the sum specified in the advertisement, in case the bid is accepted, or in lieu of the bond, a sum of \$2,000, or a responsible person, giving the place of business or residence, and conditioned for the execution of the contract (with or without bond) for the sum specified in the advertisement, in case the bid is accepted, or in lieu of the bond, a sum of \$2,000, or a responsible person, giving the place of business or residence, and conditioned for